

Message Text

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SUBJECT: AD HOC GROUP ON CIVIL-MILITARY AIRLIFT AND

-- AVIATION PLANNING

REFS: A) STATE 7283, B) USNATO 195, C) USDEL MC

-- 41/75

1. WE ARE PLEASED WITH POSITIVE RESPONSE TO US STRATEGIC AIRLIFT BRIEFING. IN WORKING WITH ASYG PANSAs TO GET AD HOC GROUP UNDERWAY, YOU SHOULD SUGGEST FOLLOWING CONSIDERATIONS:

2. THE AD HOC GROUP SHOULD OPERATE UNDER THE AUTHORITY OF THE NAC SO AS TO ENCOURAGE FRENCH PARTICIPATION. THE IMS AND SHAPE SHOULD BE REPRESENTED ON THE AD HOC GROUP. REQUESTS FOR INFORMATION FROM THE MILITARY COMMITTEE SHOULD USE LANGUAGE WHICH WILL ENCOURAGE PARTICIPATION IN THE RESPONSE BY THE FRENCH LIAISON MISSION. FRANCE COULD ALSO PARTICIPATE IN ANY TASKS ASSIGNED TO THE SENIOR CIVIL EMERGENCY PLANNING COMMITTEE (SCEPC) FOR COORDINATING NATO USE OF EUROPEAN CIVIL AVIATION RESOURCES.

3. FIRST PRIORITY SHOULD BE PLACED ON EUROPEAN ACTIONS

WHICH WILL IMPROVE THE EFFECTIVENESS OF THE EXISTING US MILITARY STRATEGIC AIRLIFT (INCLUDING CRAF). AS STATED REF A, THIS EFFORT SHOULD CONCENTRATE ON EUROPEAN AERIAL

PORTS IN ORDER TO INCREASE THE CAPABILITY TO RECEIVE AND CLEAR AIRHEADS OF MEN AND EQUIPMENT AIRLIFTED FROM THE US. ACCORDING TO REF C, THE DIRECTOR IMS IS PREPARING A SUMMARY OF PAST ACTIONS IN THIS FIELD. THEREFORE, THE AD HOC GROUP SHOULD ASSIGN ACTION RESPONSIBILITY INSTEAD OF CALLING FOR ANOTHER STUDY. WE ARE PREPARED TO OUTLINE OUR AIRLIFT PLANS IN SUFFICIENT DETAIL TO PERMIT IDENTIFICATION OF PROBLEMS ON THE EUROPEAN END SO AS TO PERMIT WORK FOR A SOLUTION. THE SACEUR FLEXIBILITY STUDY SHOULD CONTAIN SOME RECOMMENDATIONS FOR IMPROVEMENTS OR SACEUR COULD BE ASKED TO ESTABLISH SEPARATELY HIS REQUIREMENTS FOR RECEPTION FACILITIES AND THROUGH-PUT.

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4. WHILE THE AD HOC GROUP SHOULD CONCENTRATE INITIALLY ON THE ABOVE, WE BELIEVE THAT IN THE LONGER TERM IT SHOULD ALSO ACT IN A SUPERVISORY CAPACITY WITH RESPECT TO THE SECOND PRIORITY TASK: THE IDENTIFICATION OF NATO MILITARY AND NON-MILITARY MISSIONS REQUIRING THE UTILIZATION OF EUROPEAN CIVIL AVIATION RESOURCES (INCLUDING AERONAUTICAL INFRASTRUCTURE), AND THE ACCOMPLISH-

MENT OF PLANNING RELATED TO SUCH UTILIZATION. OUR PRELIMINARY VIEWS ON THIS ASPECT WERE STATED IN REF A. WE FEEL THE AD HOC GROUP COULD PLAY A DECISIVE ROLE IN SPEEDING THE ACCOMPLISHMENT OF THESE IMPORTANT BUT SECOND PRIORITY TASKS BY RECOMMENDING PLANNING MEASURES, ASSIGNING TASKS, AND DEVELOPING APPROPRIATE SCHEDULES FOR THEIR COMPLETION. THE AD HOC GROUP COULD ALSO ESTABLISH A FORUM FOR THE MILITARY AND CIVILIAN PLANNERS TO GET TOGETHER BOTH AT THE NATO AND NATIONAL LEVELS, IN ORDER TO DEFINE REQUIREMENTS AND PREPARE PLANS.

5. EVENTUALLY, THE AD HOC GROUP MIGHT WANT TO OVERSEE THE ESTABLISHMENT OF A MEANS TO COORDINATE AT NATO HEADQUARTERS THE EUROPEAN CIVIL-MILITARY AVIATION PROGRAMS CREATED TO SUPPORT NATO MILITARY AND NON-MILITARY MISSIONS. SUCH A COORDINATING AGENCY (IN WHICH THE FRENCH SHOULD PARTICIPATE) MIGHT BE A SUCCESSOR TO THE BOARD OF COORDINATION OF CIVIL AVIATION (BOCCA), OR MIGHT SIMPLY BE A MEANS TO COORDINATE THE BOCCA WITH ITS MILITARY EQUIVALENT. IN ANY EVENT, THE AD HOC GROUP CAN EXPEDITE THE SHAPING OF SUCH AN ORGANIZATION.

6. IF THE QUESTION ARISES, YOU SHOULD MAKE CLEAR THAT THE US DOES NOT INTEND TO ALLOCATE OR COMMIT OUR MILITARY STRATEGIC AIRLIFT (INCLUDING CRAF) TO THE INTRA-THEATER CONTROL OF THE BOCCA. KISSINGER

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